The Record.

VOL. XIV. NO. 9. GREENVILLE, KY., THURSDAY, APRIL 4, 1912. 50c. PER YEAR, IN ADVANCE

RAISING THE MONEY

BOND ISSUE IS BEST WAY TO PAY FOR GOOD ROADS.

EFFORTS OFTEN MISDIRECTED

Good Roads Fever Carries Community Off Its Feet Frequently and Work is Started Along Impractical Lines —Tax Levy Plan Wrong.

By HOWARD H. GROSS.

In forwarding any great movement, as the building of good roads, enthusiasm is essential, but unless it is coupled with a knowledge of the subject it is a question whether it sometimes does not do more harm than good. The writer believes that a movement for better highways is often retarded by over-zealous friends who are attempting to do something they do not understand. The proposition to build good roads throughout the land is a very big one and exceedingly important. It is a question that must be handled in a big way. If anyone had suggested fifty years ago the building of a railway to the Pacific slope, he would have been declared at least visionary. This has been accomplished and today there are a half dozen such railways, and the four months' journey across the desert is now compassed in less than three days. While the building of good wagon roads throughout the country is an immeasurably big job yet there are back of it boundless resources, there is far more to encourage us than the builders of these first great continental roads had to encourage them. Let us go forward with a stout heart and high purpose and with a clear head, and all will come out right.

Road Before Dragging at Maitland, Mo.

This road presents the worst possible conditions. It is inhuman to attempt travel under such conditions.

In a good roads campaign one of the most important things is to unlearn some things. [illegible] to get a [illegible] proposition from the right [illegible] to work along impractical lines. The good roads fever seems to [illegible] some community off its feet in order to build a mile or two of hard roads, and there is a squabble to determine which particular road shall have the improvement. Selfishness crops out and must be reckoned with. When the particular road has been determined upon then comes the question of raising funds. Those who are disappointed will give nothing, others will contribute various amounts; the banker, merchant and grain dealer are called upon and subscribe different sums, others will contribute labor, an entertainment will be held in the town hall, the proceeds to be devoted to the building of the road. The local paper will be filled with letters, interviews and editorials, everybody is patting himself on the back and talking of the wonderful progress that is being made.

This is all very well so far as it goes, and perhaps the moral effect is good—it stirs up the community, but it does not do very much in the way of road building. Usually a half mile or so is built and may reach from the town to the cemetery. Well, that does some good, and will give a departing citizen a smoother road in death than he had in life.

The means employed in such a campaign are wholly inadequate to the end sought. It reminds one of the old woman who proposed to keep the tide back with her broom.

There are also other unsatisfactory, expensive and wrong ways to take up this question. The most common one is for the township to levy an annual tax for hard roads that will produce perhaps $1,000 or $2,000 and expend it upon a gravel or macadam stretch of road, which is to be extended from year to year at a rate that will give the township a fair amount of hard road, say in twenty or thirty years. By the time the last mile is built under this plan, the first one is worn out, the rule being that the road once built receives no attention, and that the money raised is spent upon building more roads. The roads are usually built without much if any attention being paid to drainage, and the results are not always satisfactory, in fact, they are seldom what they should be. Those charged with the duty of spending the money are often times in twenty know little if anything, of how the road should be built, and when it is finished it is usually about half as good as it ought to be and has cost nearly twice as much as it should. For let it be said again and again that the greater part of the taxes raised for highways is frittered away by misdirected effort. An eminent engineer who has had extended experience, says at least sixty per cent of the funds raised for highways is wasted. Certainly the waste is at least one-half. This being the case, it follows that one of the first things to do is to stop this awful waste and see that a dollar's worth of road results from every dollar expended instead of forty to fifty cents worth. It ought to be clear that it is very important that roads should be constructed under expert supervision and that a capable road engineer is needed. Of course it is not practical to leave this and build the roads piece meal, a short stretch at a time, hence the township will find it wise, instead of an annual tax levy, to issue bonds to the full constitutional limit and build, say, fifteen or twenty miles of road at once and pay for them by the bond issue, paying off the bonds in installments. This is vastly better and cheaper than to build short stretches by an annual tax levy. Of course interest will have to be paid upon the bonds, but on the other hand the people will have good roads to use, and if the use of the roads is not worth more than the interest on the bonds required to build them, then road building is not worth while. The world's experience is that good roads are always worth several times what they cost to say [illegible].

There are many advantages in this plan. In building many miles at once it is practical to have good engineering supervision and proper specifications, and the result will be a well drained, a better and a more durable road and one that will not cost nearly as much to maintain as one poorly constructed. Again, on so large a job contractors will figure lower than upon a small job and the best machinery and methods can be employed to advantage, so it is fair to say that twenty miles of road built under a single contract will cost from 15 to 20 per cent less than if built a mile or so at a time. Again, the roads are all new at the same time and will be far more satisfactory to the people, and the benefits will be simultaneous to the whole community.

Macadam Road Near Charlotte, N. C.

Here is a view of [illegible] road [illegible] has been made for [illegible] road along [illegible]. Thus the traveler has the choice [illegible] good condition it will be used, at other times [illegible] be using the same road. This is an excellent plan in every way.

Suppose the state in which a given township is situated aids in building permanent roads under the plan that is followed in more than one-half the states. This will make the roads built a much lighter burden.

Let us see how the matter of taxation will affect the owner of a typical farm by the two plans of road building, that is, a little each year by an annual tax levy, and the other by a bond issue supplemented by state aid or in other words, by comparing the old way with the new. In order to give exact figures and have a concrete example, it will be necessary to take a typical farm in some part of one of our central states, and apply the two plans to that farm. As the figures are at hand the writer selects an average farm in the corn belt of Illinois. There is no reason why this farm should be taken in preference to a farm in any other state except that more complete data is at hand, but it will be used. The same plan will apply with slight variation to other farms in other states, the owners of which, by getting the assessed valuation of their township and farm, can figure out and ascertain each for himself just what the effect will be upon his farm.

The assessed valuation of an average 160 acre farm in the corn belt of Illinois is about $3,000. Suppose the township, of which this is a part, has an assessed valuation of, say, $300,000 and is out of debt. By the old plan, suppose there is an annual tax levy for ten years of 60 cents on one hundred dollars. This will produce $3,600 per year and in ten years will total $36,000. This money spent under average local conditions means that about half of it will be wasted and the farm in question will have to pay each year sixty cents on thirty hundred dollars or $18.00 per year. The net result of this plan [illegible] will be the paying out of [illegible] during the ten years and [illegible] $18,000 worth of roads [illegible].

Suppose the new plan is adopted by issuing bonds to the full constitutional limit of 5 per cent, paying the same off in installments spread over twenty years and letting the next generation, who will use the roads, help to pay for them. The bond limit on the township in question is $15,000, of which [illegible] falls upon the farm in question to be paid off one-twentieth each year, or $7.50 on account of principal each year for twenty years. Interest of course will be paid annually but will decrease as the bonds are paid off. The first year's interest will be 5 per cent on $150.00 or $7.50. Add $7.50 on account of principal and the first year's payment on this farm for good roads is $15.00.

The tenth year one-half of the bond will be paid off, and the interest will drop to $3.75, so that that year the tax will be $11.25. The last year's payment will be $7.50 on account of principal and 38 cents on account of interest making a total of $7.88.

Thirty thousand dollars of bond issue will build far more and far better roads on a general contract, than $36,000 spent in ten years on a patch work plan, and the cost to the tax payer will be considerably less as well.

Now, let us suppose that Illinois had, as it surely needs, an up-to-date state aid law, whereby one-half the amount required for building permanent roads should be paid from a state tax levy. If this could be obtained then the township in question could after raising $30,000, get $30,000 more from the state, and expend $60,000 upon highways in their township. In Illinois less than one-third the property of the state is [illegible]. A tax of ten cents on one hundred dollars for the state will produce nearly [illegible] per year, and the state aid tax upon the farm in question will be [illegible] in order to [illegible]. [illegible]

[illegible]

[illegible]

And it is said that in the [illegible] will be used for [illegible], because it is much cheaper than [illegible] and is waterproof.

It can be made to represent all [illegible] and is so strong that [illegible] can jump on it without [illegible] any impression on it.

Planning the House.

"Well," said [illegible], "[illegible] the plans for our new house [illegible] all finished."

"Finished to suit you?"

"No. But the architect is satisfied and that's the best I can expect."

"Ha, ha! How about Mrs. [illegible]?"

"It's all right with her too. In fact, [illegible] that fixed before we started. You see, she laid out the closets and wardrobes, and all the architect had to do was to build a house around them.—Cleveland Plain Dealer.

THE RATE TO CHICAGO REDUCED.

Monon Route Announces New Schedule of Fares One Way and Round Trip.

The Monon Route announces that it will henceforth sell tickets between Louisville and Chicago at $5 one way, instead of $8 as formerly, and one round trip, good 15 days returning, instead of $16. Patrons are offered exceptionally good service by the Monon, which on night trains from Louisville operates Compartment and Drawing room Pullmans, as well as the usual straight sleeper. The day trains have Parlor and Dining cars, and the very finest modern, new coaches. Inquiries cheerfully answered by E. H. Bacon, D. P. A., Louisville, Ky.

Save your home by having your flues repaired. Barkley Bros. do this work in best manner.

THE RECORD.

An Independent Newspaper.

PUBLISHED THURSDAYS BY

RECORD PRESS,

OWEN RICE, President. ORIEN L. ROARK, Secretary.

ORIEN L. ROARK, EDITOR.

Long-Distance Telephone, No. 72.

Office in new annex rear of store, ground floor.

50 CENTS PER YEAR, IN ADVANCE.

TERMS.

The subscription price of the paper is payable in advance, and when the time has expired to which it is paid, the paper will be stopped.

Cards of thanks, obituary notices, etc., if not longer than ten lines, will be published free. A charge of 5c. per line will be made for succeeding lines. No variation of this rule can come.

Free sample copies will be mailed.

Advertisements will be inserted. A rate card will be furnished on request.

Address all communications and make all remittances payable to RECORD PRESS, Greenville, Ky.

THURSDAY, APRIL 4, 1912.

Entered at the Greenville, Ky., postoffice as second-class matter.

THEY have handed Teddy's hat back to him and he should take the hint and go.

THE wild west show, headed by one Teddy Roosevelt, which has been playing one night stands, with frequent interruptions in dates, is just about stranded, and likely to disband at any moment.

A PHILADELPHIA magistrate says that a man has no recourse when his wife goes through his pockets, taking her pick of the contents thereof. However, on the rule that what is ice cream for the goose is chocolate sundae for the gander, a man might go through his wife's pocket in return, except for the fact that he knows he never could find the pocket and that there would be nothing in it of value to him if he could.

WOMEN get a hearing from their suffrage plea in this country whenever they ask it. Congress and the legislatures tell them to come often and to be sure to mention the subject when they come. It was only when the British government told the man at the door not to let them in that they began throwing bricks. This shows that women are amenable to kindness.

BISHOP QUALE says that the high cost of living is caused by everybody's trying to get the highest price for what he has to sell. Does the bishop remember the good old days when the grocer threw in a chromo with each pound of sugar that he gave away and when the farmer said that whoever would come and get a bushel of potatoes from his farm could have a barrel of apples as well to pay him for his trouble? Well, times are different now.

First Aid for the Burnt Child.

All children will play with fire unless they have been taught, either by precept or experience, not to do so, and accidents will happen even when every precaution has been taken. It is, therefore, most desirable, in the case of severe burns, that parents should know what—and above all what not—to do while waiting for the doctor to come.

The first thing is to fight shock with all the resources at command, because shock is usually the immediate cause of death. Too often shock is aggravated rather than helped by the treatment it receives.

Valuable time is wasted, and unnecessary agony caused, in trying to remove the clothing; then various applications of oil or whatever else the distracted bystanders may have heard was good for burns are made, until by the time the doctor arrives irremediable mischief is done.

Do not waste time in any such way, but immediately prepare a warm salt-water bath, and gently place the child in it, clothes and all. If the clothes are much burned, the warm water will make them easier to remove, and the child can be kept in the bath untill the pulse and the temperature show that a reaction from the shock has taken place. It will often be necessary for some strong and careful person to kneel and hold the patient in the best position.

Even after the child has been placed in bed with the proper dressing, the bath should be given again if there are indications that shock is returning. Always remember that speed is essential; even the slightest delay is dangerous.

Almost every one believes that in the case of burns, water is always harmful and oil always helpful. You will be wise to reverse the rule, and learn it by heart. In case of burns, fill the bath with warm water, adding salt in the proportion of a teaspoonful to a pint of water, and hold the child in it, clothes and all, until the doctor arrives.

Message of Amos Is Needed Today

By Rev. Henry A. Stimson, D. D., Pastor of Manhattan Congregational Church, New York. . . . .

IT was in the days of King Amaziah of Judah and of Jerobam II. in Samaria. These were both long and prosperous reigns in the middle of the eighth century before Christ. They were times of great luxury connected with the rapid growth of the two capital cities—Jerusalem and Samaria. The old religious habits had been largely set aside by the incoming of foreigners. The displacing of religion in the court had made worldliness fashionable, and with entire lightheartedness the people had given themselves up to the pursuit of pleasure and of wealth.

Amos was a herdsman of small desert sheep on the hills of Judah, some dozen miles to the south of Jerusalem. He describes himself as a "pincher of wild figs," which evidently he gathered from time to time to supplement by their sale the small earnings of his poor stock. His home in the little village of Tekoa was on a ridge some 3,000 feet above the Mediterranean.

Alone with his flock he had before his eyes many a reminder of the God of his fathers who had brought them out of Egypt and, delivering them from the wilderness, had led them across the Jordan and had given them the promise of this land as their abiding inheritance. And now God was forgotten, and his people had fallen into the ways of the heathen.

As from time to time he went down to the town to sell his fleeces or his figs he was overwhelmed with what he saw.

Communing alone with God, the message of prophecy was given to him. It consists of three short addresses. The first pronounced the judgment of Jehovah upon the nations, the second his judgment upon his own people, warning them that because he had known them and loved them, therefore he would visit them in chastisement. In the third, containing our text, he warns them of their danger, exhorts them to return to Jehovah and recalls his vision of the blessedness that is awaiting them in the distant future.

"Bring your offerings," he says. "Keep your fasts, be followers of Jehovah in name. God is not deceived by hypocrisy. Religion is character; he sees through your shams; he knows the perversion of your hearts. They that lie in beds of ivory and stretch themselves on beds and couches; that eat lambs out of the flock and sing idle songs to the sound of the viol; that drink wine in bowls and anoint themselves with chief oils and are not grieved with the affliction of Joseph, they shall go into captivity; their revelries shall pass away, for the Lord abhors the excellency of Jacob, and their houses shall be smitten."

In his distress over the people he cries unto the Lord: "Oh, Lord Jehovah, forgive, I beseech thee," and he has a vision of the turning away of the divine judgment. Then comes the text. The Lord stands with the plumb line in his hand and the plumb line becomes the graphic figure of the final word of God to his people.

So the plumb line was given to the prophet as the message to his people.

We rejoice as we apply this test to the Christianity of today. Let us see what its word is to us.

Let us look first to the gospel that we have to preach. That never was more distinctive than it is now as the gospel of Jesus Christ. We have gone through the period in which under the influence of the wonderful discoveries of science, rationalistic unbelief has swept over the land and turned many away from Jesus Christ. But that day was long passed and has been followed by another, in which men have been trying to find an acceptable substitute for Jesus Christ.

They have been running here and there after any form of religion, or of worship that claimed to be new; new thought, or new philosophy, or new revelations, whether coming in the name of some mystery of Persia or India, or some dev. e masking as religion or science from Boston. But men already have found not only that they cannot live without religion, but that today no religion will satisfy a man other than that which reveals God.

We have come back to the religion of the supernatural, of the miracles, and of the resurrection; in short, to the religion of the crucified and risen Christ. We must have a religion that fits the facts of human existence.

The Christian church also, however much it may have erred in the past, is aiming to produce the image of Christ in men. It accepts the challenge to be a promoter of human welfare, and in a very social way, but that is not its ultimate aim; its aim always is to make better men, and it never was true, what has been so often charged against it, that it is so busy saving souls that it has not time to save men. Rather by means of saving souls it has been sure that it was saving men, and everywhere today the world is awakening to see that it is the gospel rather than commerce or education, or the refinement of cultured society, which is changing the world.

Typewriter ribbons, legal blanks, document covers, carbon paper at this office.

HOARD'S DAIRYMAN.

A Journal Devoted Exclusively to Dairying and Dairy Stock Interests.

Hoard's Dairyman is the biggest and most practical dairy farm paper published in the United States. Hoard's Dairyman shows a feeling interest and practical knowledge of all things about the farm.

Its editors are daily in the farm atmosphere and confronted with the same questions to solve that are before the farmer. Hoard's Dairyman talks good, hard farm sense about soils and crops and how to best handle them, talks over the good and bad points of cows; their breeding and products. Every conceivable question is considered that will interest the farmer who really wants to make more money and do better with his farm. It is intensely practical.

Sample copies cheerfully sent upon request,—better still—subscribe now. The subscription price per year is $1.00. Send your order now. Address—Hoard's Dairyman, Fort Atkinson, Wis.

Conference for Education in the South.

The next Confrence for Education in the South will be held at Nashville, Tenn., April 3, 4 and 5 The railroads have granted a rate of one and one half fare plus fifty cents. Tickets will be on sale from March 30, to April 5 inclusive, and will be good returning to April 20. This will be one of the greatest educational gatherings ever held in this country. Speakers of international reputations will be on the program. A large delegation should attend from Kentucky

T. J. COATES,
State supervisor of Rural schools,
Frankfort, Ky.

AGRICULTURAL EXTENSION

The Farm Special Train

The Agricultural Special train which is being prepared by the College of Agriculture of the State University and the State Department of Agriculture at Frankfort, to be run over the various roads of Kentucky, will be one of the best educational opportunities that has ever been offered to the people of Kentucky. Much time and money has been spent in the effort to make this train a "university on wheels", to be taken to the very doors of the people.

The specialists from the College will treat the various lines of agriculture that are to be presented and their work will be supplemented by the services of some of the most widely known authorities in the United States.

Special attention should be called to the women's work, which will be in charge of some of the best known authorities in the country on home economics and its branches.

Literature on the topics treated will be given away to those interested in any particular subject.

The day and hour at which this train will arrive at your station is printed in this newspaper, special notice having been sent from head quarters.

T. R. BRYANT,
Superintendent Extension Division, Kentucky Agricultural Experment Station.

This train will arrive at Greenville 3.30 p. m. April 10, and remain two hours.

Iowa "Hornets" Wish to Meet Old Foes.

The ninth reunion of the "Iowa Hornets' Nest Brigade" will be held on the battle field of Shiloh at Pittsburg Landing, Tenn, April 6 and 7, 1912. We extend to the Courier-Journal a cordial invitation to meet with us on that occasion. And we extend a most cordial invitation to all the old Confederate vetrans who fought so gallantly and heroically on Shiloh's bloody field a half century ago. We want all the survivors of that battle, and especially those who were engaged in those terrific assaults on the "Hornets' Nest."

We want you to come and bring your families and we will give you the warmest reception we know how to give to make your visit pleasant. Would the Courier-Journal please have your southern exchanges as far as possible to publish this invitation?

Yours respectfully,

J. B. CARMAN,
Sec'y. Seventh Iowa Infantry.
1128 West Twenty fourth street, Des Moines, Ia.

I. C. R. R. LOCAL TIME CARD.

NORTH BOUND.

No.		
122	Louisville Express	11.25 am
102	Cincinnati Express	1.51 pm
104	Louisville Limited	1.18 am
136	Central City accommodation	7.15 pm

SOUTH BOUND.

No.		
135	Paducah and Cairo accom	5.15 am
121	Fulton accommodation	12.00 pm
101	New Orleans special	2.30 pm
103	N. O. spec. (Louisville passr. only)	1.20 am

June 5, 1911. W. G. CRAWFORD, Agt.

Local Mention.

Sun rises today 5 41; sets 6.26.

Next Sunday will be Easter.

Typewriter ribbons, all machines at Roark's

Good morning! Are you ready for Easter?

There is some evidence that spring has at last arrived.

Flowers for Easter can be had from Miss Lena Arnold.

All kinds fresh and salted meats at J. E. Coombs & Co.

Miss Lena Arnold was in Madisonville the first of the week, with her sister Mrs. L. E. Littlepage.

On account of washouts on the I. C. near McHenry, trains on the I. C. last Saturday were detoured through Owensboro between Central City and Louisville.

Fish Wednesday and Saturday at J. E. Coombs & Co.

Mr. Arthur Howard, who is with the Greenville Coal Co. at Martwick, spent a day or so here this week with his mother.

See Coombs & Co. before you sell your beef hides. o 27

Water has done more damage along the Mississippi and its tributaries during the past two weeks than has been suffered in twenty years.

Have your clothes pressed; Miss Arnold will do the work in best manner.

Mrs. Annie Eades, of Hastings, Okla., arrived here last week and will make an extended visit to Mr. and Mrs. W. H. Gray.

The call term of Muhlenberg circuit court begins next Monday, to continue the week, when the regular April term will begin.

Get Collins calendars at this office. Greatest showings on the market.

The committee has not been able yet to make selection of a lot on which to build the new Christian church. Several spots are under consideration, and it is thought a decision will be reached very soon, so that construction work may be started early in the season.

The farmer who two weeks ago was advocating calling it off for this year, so far as trying to raise a crop, is now hitting it as hard as you ever saw, and declaring that with proper effort this will be a banner crop year. And he is doubtless right about it, too.

Roark has the latest and most practical thing in curtain rods, and will be glad for you to call and see the display.

The Board of Directors of the Y. M. C. A. will meet next Tuesday at 5 p. m. As this is the meeting at which the annual reports are received it is urged that every member be present.

A man with six bushels of coal in a two horse wagon required a six-mule team to help him out of a bad place in the road near town last Friday. Can anybody tell what such roads cost? Anybody knows that they cost many times as much as good roads would cost.

Property for Sale.

On account of my serious illness, I desire to sell my property on Main-cross street. Will sell home and contents, grounds, chickens, store room and stock. Sale will be made as a whole or separately, to suit purchasers.

Mrs. M. E. Martin.

There will be a fair crowd here most of next week, attending the special term of court, as several important murder trials will be in progress, demanding the presence of many witnesses in each.

About 100 new Victor records were received by Roark this week. Drop in and hear the latest in popular and the most enduring of the standard productions, rendered by the world's best artists.

The continued rains are hampering farmers vastly, and it will be some days yet until much plowing can be done, even with the fairest of weather.

Mr. Otto Rothert, of Louisville, spent a few hours here yesterday, joining the party that is en route to Shiloh, where they will spend the two days of the battle, April 6 and 7. On his return he will stop over here a few days with friends.

To our customers: For your convenience we will be open Sunday mornings until 9 o'clock.

J. E. Coombs & Co.

Coal miners are resting, work having stopped Saturday, awaiting the settlement of a new scale, as the old contract expired April 1. It is thought the suspension will not last long, as there is every prospect of a new contract being reached after a few conferences.

A new line of Sturgis baby buggies at Roark's, who have exclusive factory agency. Goods right from the factory, fresh and up to date, and prices are right.

The Sandusky Hotel, destroyed by fire about two years ago at Central City, is to be rebuilt, ground having been broken for that purpose. A commodious and modern structure is to be erected, all modern conveniences being incorporated, and as this is the best location for the traveling public, the house, properly managed, will command an immense patronage.

Notice to File Claims.

All persons having claims against the estate of of W. S. Fox, deceased, are hereby notified to present same to me at Paradise, Ky., properly proven, on or before April 1, 1912, or they will be forever barred.

This Feb. 21, 1912.

Mrs. M. D. Fox,
3t Adm'x. W. S. Fox, Dec'd.

Give your job printing orders to THE RECORD.

Misses Annie and Era Eades, of Kuttawa, are here on a visit to the family of Mr. J. W. Lam.

Building operations are at a standstill, on account of the weather. Several structures are under way, but no progress can be made now.

Mr. T. T. Haley, of Earles, was here on business last Monday.

Drop in at Roark's and hear the Victrola play the newest selections in songs, band and orchestra numbers, speeches, etc.

See the finest line of baby cabs and carriages ever shown in town at Roark's.

Greenville exchange has 468 telephone subscribers, Central City 301, Depoy 69, Drakesboro 78, thus making the balance of Muhlenberg 448 against our 468. Why shouldn't we be first all the way through, with this handsome lead over the whole of the balance of the county.

Give us your order for fresh meat. Quick delivery. Coombs & Co.

Whatever you do, make no arrangements that will prevent your meeting that special farm train that will arrive here next Wednesday afternoon at 3:30 o'clock. The train is having a triumphal journey through the State, and is being met by hundreds and thousands of people at the various stops, and arousing the greatest enthusiasm, creating new interest in cultivation of the land, and showing and telling farmers how to improve in their management.

Something to Think About.

Many words won't fill a bushel, but a Fire, Lightning, or Tornado policy with us will fill a want in human happiness that will otherwise remain unsatisfied.

W. D. Blackwell & Bro.
General Insurance,
Greenville, Ky.
Rogers Bldg. Telephone, 16-3

Council Contracts for Water and Lights.

At the regular meeting of the city council Monday night, the most important matter under consideration was the making of a contract for water and lights for the city. There was a wide discussion of this contract, the proposition of the Light & Water Co. being a reduction of about 10 per cent. with a term of two years to run. There was objection to the rate and also to the two year term. After the matter had been threshed over thoroughly, the contract was made on the basis of the 10 per cent. reduction offered by the water company, but the time was reduced to one year. This is the second material reduction that has been made by the water company, and water and lights are being supplied at about 20 per cent. less than the contract price stipulated in the franchise.

Make your arrangements to be in town April 10 and meet that special farmers' train at the depot.

Central City should not take too seriously its position in the rear of Greenville in the telephone directory. It is the county's metropolis, all right, by almost 950 inhabitants, but should not expect to take front rank in all things, for while they lead in people, there are some things in which they fall short, and one of them is in the number of telephone subscribers. Come, now, show that you are really big, and do not show littleness by making unjust complaints.

Hear Rev Kinnin at the Y. M. C. A. morning and evening next Sunday.

High water has been playing havoc with the I. C. between Louisville and Paducah, as well as further down the line, along the Mississippi. Washouts have delayed trains many hours, on account of detours necessary to get around bridges that were down and track that was out.

Baby buggies at Roarks.

The New Street Law.

The new law passed by the legislature empowering the city council of all cities to direct the building of streets, cost of same to be borne by the property owners, as published by us last week, has attracted the widest attention. And the gratifying feature is that there is a most hearty endorsment of the law, and dozens of the largest property owners are advocating the building of streets and sewers under this plan. There is no way here to secure these things unless paid for by the owner, and he is really the one who should pay, for he receives the benefits. Under the old law, most towns, with restricted revenues, could only improve and maintain the principal streets, and the outer bounds of the towns received no benefits. By this plan, all streets may be built up, and the cost will not be burdensome on any, as the cost is divided between the owners on each side. The councilmen have the assurance of many of the leading land owners that the law is satisfactory, and the council is being urged to plan a general adoption of it, and inaugurate a wide movement for the building of streets as soon as the season opens.

Thomas Woodward, charged with the murder of Roy Blanks at Nortonville about three weeks ago, had an examining trial at Madisonville last Friday, and while the Commonwealth introduced only a few of its witnesses, the boy was held without bail to the grand jury on a charge of wilful murder, and is in jail at Madisonville. The case looks strong against Woodward, but the defense introduced no witnesses. It is thought, however, that the defense will admit the killing, but will plead self-defense, as it is said that Blanks is known to have made threats to kill the boy and his father, and as Blanks had killed two men, was generally feared by anyone with whom he had trouble.

Mr. Abraham Howerton, aged 78, died at Central City last Saturday, from ailments incident to old age, and was buried Sunday at Mt. Zion graveyard. He was a well known and highly respected citizen, and his long life had been a useful one. Mr. Henry Howerton, of this city, was a son of the deceased.

United States District Court for the Western District of Kentucky,

OWENSBORO DIVISION.

In Bankruptcy.

In the Matter of DOVEY COAL CO., BANKRUPT.

SALE NOTICE.

Trustee's sale of a valuable going Coal Mine and Property, modernly equipped with compressed air, located on the Illinois Central Railroad near Mercer, Muhlenberg County, Ky., and Central City, Ky.

The mine has a present rated capacity of 500 tons per day, and is susceptible of rapid increase of tonnage at small outlay. The present operation is in No. 9 stratum under excellent mining conditions. There are 480 acres in fee simple, carrying coal measure and ample timber supply, and an additional 110 acres in coal rights, all in one body; 38 miner's houses, 21 of which are new and modernly designed. The mine and all property of bankrupt to be sold at public sale and auction to the highest and best bidder on the premises near Mercer, Muhlenberg County, Ky., on

Thursday, April 18, A. D. 1912,

at or about the hour of One o'clock p.m. on that day, upon usual court terms.

This sale will be made in pursuance and by virtue of the decree and order of sale in the matter of the Dovey Coal Company now pending in the United States District Court for the Western District of Kentucky, Owensboro Division, in Bankruptcy, dated March 8, 1912. Interested parties may address Trustee at Central City, Ky.

W. L. Gordon, Jr., Trustee.

New Law on Pavement and Sewer Construction.

Below we publish three sections covering the essential features of the new law providing for street and sewer construction in towns and cities. This offers great relief on a most important matter, as most of our smaller cities could never provide and maintain such necessities from their revenues. Even if bond issues could be voted (a hard thing to do) the amount so available under the provisions of the old law was entirely inadequate. This is a needed and proper solution of the matter, and will afford means of developing every city in the state. For many years this has been the law governing the larger Kentucky cities, only, while in all the northern, eastern and western states, almost, the law for a long while has been similar to our new law:

Section 1. The City Council is hereby authorized and empowered to order any work they may deem necessary to be done upon the sidewalks, curbing, sewer, streets, avenues, highways, and public places of such city. The expenses incurred in making and repairing sidewalks and curbing shall be paid by the owners of the lands, fronting and abutting thereon, each lot or portion of lot being separately assessed for the full value thereof, in proportion to the frontage thereof to the entire length of the whole improvement, not exceeding a square, sufficient to cover the total expense of the work; but the owners of such property shall have the right to make such improvements, if they prefer doing so, instead of paying for the same. The cost and expenses incurred in constructing or re-constructing streets, avenues, highways, sewers and public places shall be paid out of a general fund of the City or by the owners of the land fronting and abutting thereon, as the City Council may in each case determine; or the City Council may order and direct that two thirds only of said cost and expenses so incurred shall be paid by the owners of the lands fronting and abutting said improvements and the other one-third paid by the city; but the local assessments shall not exceed fifty percentum of the value of the ground after such improvement is made excluding the value of the buildings and other improvements upon the property so improved.

The cost of constructing or reconstructing the inter section or crossing of streets, avenues and highways shall be at the expense of the city.

Each subdivision or territory bounded on all sides by principal streets shall be deemed a square. When the territory contiguous to any public way is not defined into squares on either or both sides by principal streets, the ordinance providing for the improvement for such public ways shall be the depth on the side or sides not defined in the square fronting said improvement, to be assessed for the cost of making the same, according to the number of square feet owned by the parties, respectively, within the depth set out by ordinance.

Section 2. Whenever the City Council shall determine upon the construction or reconstruction of streets, avenues, highways, sewers and public places at the expense or partial expense of the abutting property, as provided in section one of this Act they shall cause the same to be done as follows:

The ordering of such improvement shall be by ordinance of the City Council, and the contract therefore shall be awarded to the lowest and best bidder after proper advertisement for bids. The City Council shall require the accepted bidder to execute a bond to the city with good and sufficient security to be approved by said Council for the faithful performance of his contract.

Section 3. The original construction or reconstruction of any streets, avenues, highways, alleys, sewers and public places may be made at the exclusive cost of the owners of the lots and parts of lots or lands fronting, or abutting, or bordering upon the proposed improvements to be equally apportioned by the City Council according to the number of front feet owned by them respectively, or in part at the cost of the owners and in part at the cost of the city, upon the petition of a majority of the property owners of lots or parts of lots, or land abutting or bordering upon the proposed improvement; or the City Council may cause same to be done without such petition upon the vote of four members elect of said Council at a regular meeting thereof.

New stock sewing machine needles at Roark's for all machines.

Victor Hugo's Easter Hope.

I feel in myself the future life. I am like a forest once cut down; the new shoots are stronger and livelier than ever. I am rising, I know, toward the sky. The sunshine is on my head. The earth gives me its generous sap, but heaven lights me with reflection of unknown worlds.

You say the soul is nothing but the resultant of the bodily powers. Why, then, is my soul more luminous when my bodily powers begin to fail? Winter is on my head, but enternal spring is in my heart. There I breathe at this hour the fragrance of the lilacs, the violets and the roses as at twenty years. The nearer I approach the end, the plainer I hear around me the immortal symphonies of the worlds which invite me. It is marvelous, yet simple. It is a fairy tale, and it is history.

For half a century I have been writing my thoughts in prose and verse; history, philosophy, drama, romance, tradition, satire, ode and song—I have tried all. But I feel I have not said the thousanth part of what is in me. When I go down to the grave I can say, like so many others, "I have finished my day's work." But I cannot say, "I have finished my life." My day's work will begin the next morning. The tomb is not a blind alley; it is a throughfare. It closes on the twilight; it opens with the dawn.

If you want Easter flowers, telephone Lena Arnold.

Mr. Scott Morgan and family have moved to Central City, where Mr. Morgan will engage in the grocery business. We regret to lose them.

The Farm Special train will arrive at Greenville at 3:30 on April 10th, 1912, and remain about 2 hours.

Telephone Miss Lena Arnold for Easter flowers.

Rev. C. R. Kinnin, of Marion, will preach at the Y. M. C. A. next Sunday, at 11 a. m. and 7 30 p. m. Everyone is invited to attend these services.

Talks to Business Men--No. 6

Now is the time for you to give some thought to the future expansion of your business, which can best be effected by advertising.

The best advertising—the most persistent and far-reaching—is the art calendar which bears your imprint.

It tells your story for you three hundred and sixty-five days out of the year, and is a constant reminder to your customers of you and your business.

If you are a user of calendars you know all this; if not, we would like to talk to you.

In either event let us show you our exclusive line of Collins Art Advertising Calendars for 1913—the finest and the most varied selection ever put on the market.

Drop a card or telephone to

THE RECORD.